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Mr. EDWARD AUSTIN.

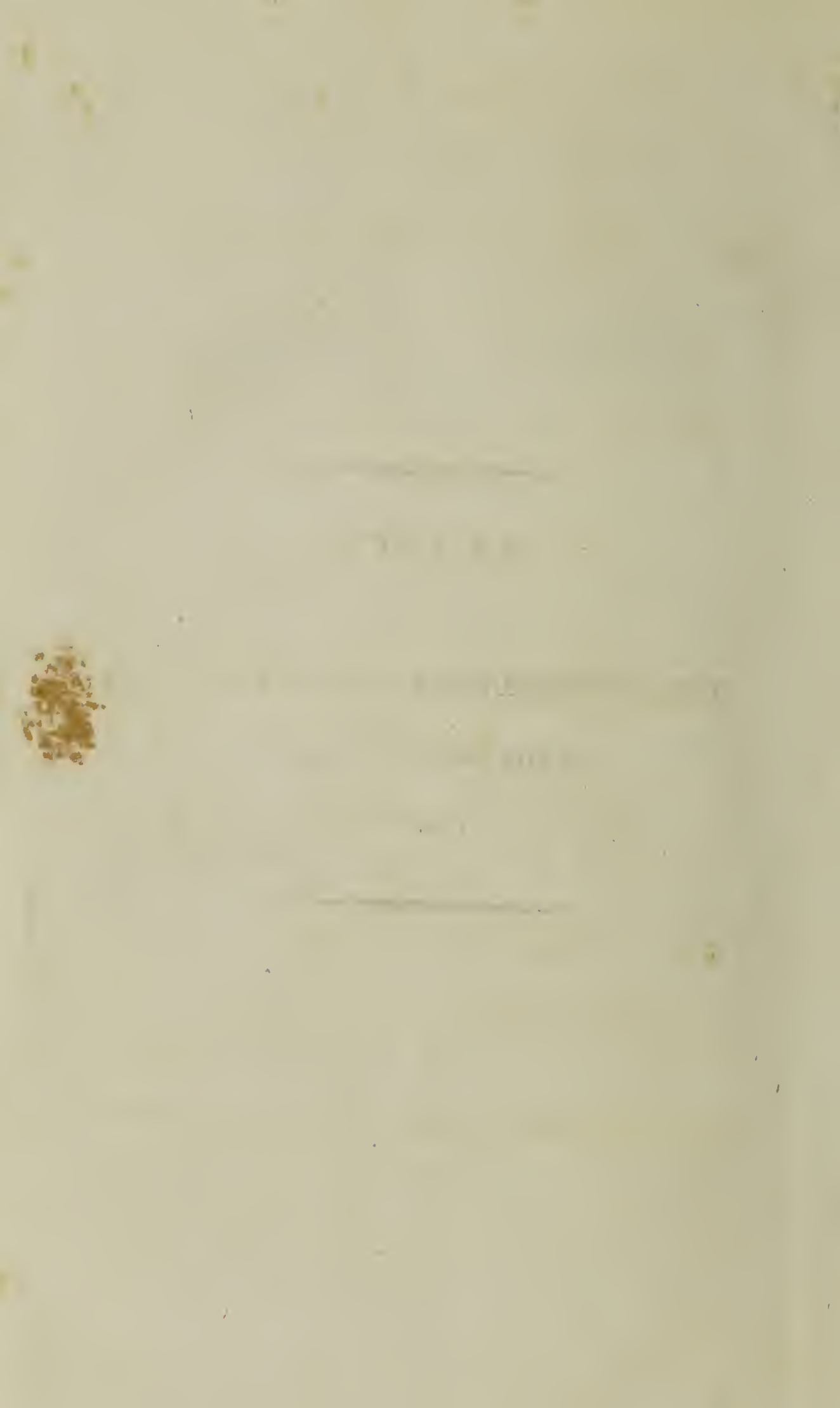
ADVICE

TO

THE COMMANDERS AND OFFICERS,

OF HIS MAJESTY'S FLEET,

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A D V I C E
TO
THE COMMANDERS AND OFFICERS
OF HIS MAJESTY'S FLEET
SERVING IN THE WEST INDIES,
ON THE
PRESERVATION
OF
THE HEALTH OF SEAMEN.

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MARTINICO.

It was a memorable saying of the great Scipio, That he would rather preserve one citizen than destroy a thousand enemies.

Plutarch.

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THE
INTRODUCTION.

THE mortality which often takes place on board his Majesty's ships in these climates, particularly in time of war, induces me to address the following pages of Advice to the Commanders and Officers of his Majesty's Fleet, serving in the West Indies, on the Preservation of the Health of Seamen. I have studied to be as concise as possible, confident that the work is more likely to be read and attended to
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in proportion to the number of salutary regulations recommended in the fewest words. In strictly observing this plan, I have necessarily been led into a form of expression which may appear dictatorial; and it is here my duty to apologize for it to my readers, as a consequence of the brevity I have studied to preserve.

The most general causes of sickness in our ships in these climates, may be reduced to the following heads, *viz.*

Unhealthy diet; unhealthy air of roads or harbours; sickly seasons; infection; bad air of ships, from too many persons being crowded together on board; exposure to the sun, to the rains, and to
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the dews of the night; irregularities on shore or on board; excessive fatigue, or almost total want of employment; uncleanness with regard to clothing, bedding, and mens persons; and dejection of mind.



ADVICE
TO
THE COMMANDERS AND OFFICERS
OF HIS MAJESTY'S FLEET,
&c. &c.

CHAP. I.
ON THE DIET OF SEAMEN.

REASON sufficiently points out that the diet of our seamen should differ in many respects in tropical countries from what it is in higher latitudes, and that it is almost impossible to preserve the health of those who live exactly at Martinico, as they were accustomed to do on a Channel cruize.

The most putrescent and indigestible parts of a seaman's diet should be changed on his arrival in this country; which in part has been done by the substitution of cocoa and sugar for cheese and butter, recommended by Dr. Blane, physician to the fleet last war.

It is generally admitted that the allowance of salt provisions is too large for men in this climate, especially in port, or unoccupied:—It is therefore recommended, that when a ship lies sometime in port, on her arrival in the country, or becomes sickly, the quantity of salt provisions should be diminished one-third or fourth; which part may be exchanged for vegetables to be put in the soup; or orange or lime-juice, to be put with syrup or sugar, into the grog or wine. It is perhaps unnecessary to caution against the pernicious practice of serving the fat of meat to a ship's company, as that is generally prohibited in our men of war.

The puddings made by the seamen of flour and suet, or raisins, are very far from being wholesome: they form a firm paste, digestible with the utmost difficulty: they might be made more wholesome and palatable with the addition of a little leaven, ginger, and melasses, or a larger proportion of raisins than at present is used.

The biscuit furnished in the West Indies being generally mouldy and worm-eaten, in some degree, and being found unwholesome in this climate, from its heaviness and flintiness, every opportunity should be embraced by commanders

ers to have their ship's company victualled with soft bread. This may be done at Martinique, should all the squadron anchor there at once.

The sick and convalescents at sea might be supplied with soft bread daily, baked on board.

The destructive consequences of rum amongst our forces are well known : this seems to be an essential cause that our fleets and armies are more subject to disease than those of the Spaniards in these uncleared countries in the sixteenth century. When wine can be procured in sufficient quantity, rum should not be served on board. In general, however, ships are supplied with half wine and half rum. In this case the rum should be issued with the dinner, mixed with six or seven waters, and the wine served in the afternoon.

Oatmeal is an article of seamens diet, which unluckily is lost to them in this country. Rice, which is wholesome and well-liked, would with much advantage supply its place, if issued in the room of oatmeal ; seven-eighths of the latter article, it is imagined, sent to this country, being condemned as unserviceable, after being spoiled, from long keeping.

Every precaution should be used to furnish water to a ship's company abundant, sweet, and cool. This demands attention to the cleansing and well washing the water-casks, which are often spoiled by having been filled with salt-water; to the carefully filling them with fresh water; to the having the skuttle-butts kept in good order, regularly filled and placed on the deck, where they may not be exposed to the sun; and, finally, to the sweetening the water when become offensive, by the useful machine invented by Mr. Osbridge*.

The water of Prince Rupert's Bay, Dominica, is, I believe, justly reckoned one of the best sources of supply in these islands. That of St. Pierre, and Case Navire in Martinique, is also good.

It is seldom that seamen have an opportunity of committing excess with regard to fruit. In sickly seasons, however, they become disposed to fluxes and fevers, from the abuse of sweet oranges, guavas, pine-apples, avogado-pears, mellons,

* It is probable that many ships companies become sickly soon after their arrival in the country, from using foul water long on board. Even the water of the river Thames, if stinking, must be very unwholesome in a hot climate.

ripe

ripe bananas, &c. Limes, Seville-oranges, sour
 fops, water-lemons, pomegranates, tamarinds,
 and shaddocks, are justly reckoned the most
 wholesome fruits, being very efficacious as well
 in the prevention as the cure of the fevers most
 usual amongst seamen.

The capficam, Guinea, or country pepper, is
 an article of daily use amongst the natives of hot
 countries, in wet and sickly seasons; when it
 seems to fortify the stomach and the whole body
 against the attack of fever; and it seems entitled
 to a place amongst the antiscorbutics. It is re-
 commended to be infused in vinegar to be served
 to the ship's company regularly to use with their
 meat; and in wet and sickly seasons a quantity
 should be put into the people's pease or soup, in
 a palatable proportion. The expence of this ar-
 ticle is very inconsiderable, and may be furnish-
 ed out of the surgeon's necessary money.

As ships are sometimes stationed where no re-
 freshments can be procured, as was often the case
 at St. Lucia last war, it is worth observing, that
 on the most arid spots purslain spontaneously
 grows, which is one of the most salutary plants
 in the country, and may be eaten as a salad, or
 boiled with salt meat into a soup. Calalve, or

Indian spinach, also grows on barren spots, and makes a good substitute for spinach.

But when, from long cruizes, or from ships being on a station where no refreshments can be procured, a squadron becomes scorbutic and sickly, the Commanding Officer should give the Inhabitants of the English Islands an opportunity of shewing their loyalty and humanity, by sending to them for refreshments for the use of the sick and convalescent. Limes, oranges, and tamarinds are things of little value in the islands, and yet for the want of them we have often seen our seamen perish in this country.

CHAP. II.

UNWHOLESOME AIR.

BAD air may be considered in a twofold light, either as being occasioned by the vicinity of swamps, woods, and high lands intercepting the breezes, or as generated in various ways on board a ship.

The sea-air is the most effectual scourge of all these species of corruption in the vital element; and it may be laid down as a general rule, that when a ship becomes sickly in port, the most effectual method to restore her company to health, is by going to sea, standing to the northward for some degrees, or beating to windward; by which means the volume of air contained in the ship is constantly renewed. The first man that dies should be a signal to unmoor, lest by delay the disease might attack so many men, as to render the expedient of going to sea dangerous.

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As the service will not always admit of going to sea, and as ships are stationed for months in unhealthy ports and roads, the following precautions are recommended :—To moor the ship as far from the shore as possible, and avoid the being landlocked ; to go to sea, if possible, for a few days, from time to time, when the weather is fine, if it can be done, as well to ventilate the ship as to exercise her company ; and this has been done by ships companies in the hurricane-months with advantage : to heave the ship's broad-side to wind daily, in order to be more exposed to the breeze, and to preserve the people as much as possible from the meridian sun, the heavy rains, and the night-dews.

The unwholesome air of a ship is often occasioned by her internal state, independent of the state of the air in which she lies ; and very often these two general causes of sickness in a ship act in conjunction, and produce epidemic fever.

Dampness of ships, from the injudicious practice of washing decks daily, without observing to dry them carefully after washing, may be reckoned among the causes of sickness on board our ships,

ships, as experience has often proved to me ; it is therefore highly necessary in a sickly ship or season to avoid wetting the decks as much as possible on rainy damp days : when washed, which may be done in a few minutes with a little water, and not by letting buckets of water down the hatchways, from the evaporation of which water the whole ship is rendered damp and sickly. The decks should be carefully swabbed, and fires made between decks, after washing the lower decks.

Next to dampness in making a ship sickly, may be reckoned the foul vapours which arise from the well and unaired hold ; which have often rendered French prize-ships of war fatal abodes to the captors, and not unfrequently occasioned sickness in our ships. The utmost attention therefore should be bestowed on the well, which should be kept as dry as possible, to prevent noxious exhalations, and should have frequent fires made in it. A clean silver spoon, kept in the wing of the orlop-deck, may serve to indicate to the commander, by its brightness or tarnished appearance, the purity or foulness of the air below. The state of the hold and bread-

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room * should also be well looked to, and should be thrown open daily to the wind-fails and ventilators; and the utmost care should be taken not to suffer any corrupted provisions to remain on board. The orlop-deck cable-tier and wings demand incessant care to preserve them in a healthy state; they require frequent fires, continual ventilation, and the frequent cleansing of the tiers after shifting the cables on deck,

In all sickly ships and stations, frequent or constant wood-fires in the day-time should be made between decks, and the ship should be fumigated two or three times a week with gunpowder, old junk, and sulphur; or with burnt sugar and juniper-berries, tar or turpentine, pitch, or aromatic shrubs and woods.

At all times in this country, but especially when a ship is sickly, the wind-fails should be

* There is great reason to suppose that the generation of a ship-fever took place on board his Majesty's ship *Avergavenny*, on her passage to the West Indies, in the spring of 1796, which affected almost every person on board, in a greater or less degree, from the putrefaction of a large quantity of potatoes which had been put on board, for the use of a regiment embarked in that ship.

large

large and numerous; and a lateral one should, if possible, be pointed into the bread-room; or a ventilator should be constantly wrought there.

CHAP. III.

SICKLY SEASONS AND INFECTION.

IT is much to be wished that his Majesty's ships, instead of being laid up in harbours during the hurricane-months, were sent to the northward, as they scarcely ever fail to become sickly when in port at that season ; but as the service often obliges their continuance in the islands, it may be proper to mention what may be done by a vigilant and humane commander to keep a ship's company healthy. The use of Guinea-pepper in the people's soup, and vinegar as above mentioned, particularly in the rainy season, is strongly recommended ; as is the use of Shallott's garlick (in vinegar) or onions ; the quantity of meat, if possible, should be reduced, wine should be served : in the room of wine-limes, four oranges, and four sops, which are the cheapest and most wholesome fruit, should be recommended to the people,

ple, in preference to other forts. Every mode of employing and amusing the people should be exercised, guarding them as much as possible from the sun, rains, and night-air. An infusion of bitters, or lecasey-root, orange-peel, gentian, snake-root, centaury, wormwood, chamomile, or, in preference to all, Peruvian-bark made in wine (which all the war has been allowed to be served discretionally to the surgeons for the use of the sick) should be given in the quantity of half a gill to all hands, if possible, on rainy days, and when sickness spreads, or at least to those exposed to the weather, either on board or in boats.

The autumnal equinox seems in general to be the most sickly season in this as in all countries. The Canicule, or Dog-Days, is also a season very hazardous to the health of Europeans newly arrived; when the seamen should be guarded as much as possible from intemperance and the shore. The rainy season is particularly unhealthy to most ships companies exposed to it, and should be spent as much as possible at sea by our men of war. The vernal equinox and the solstices, without being so very remarkable in their operation on the health of man as the autumnal equinox, yet are sufficiently so to make the sea-air

air more eligible for a newly-arrived ship's company than that of a port. It is also worth remarking, that the causes of disease are generally more ready to prove effectual at the full and new moon than at other times.

Infection should be guarded against by all prudent means, as there is not a doubt that most febrile diseases are more or less infectious; and that most of the fevers which have reigned in different colonies here within the last three or four years, have been spread by infection: the greatest care should therefore be taken to avoid all communication with ships on board of which fevers or fluxes reign. When men from necessity are received from such ships, or from hospitals, their bedding and clothes, if possible, should be smoked, sprinkled with vinegar, and well aired, and they should be obliged to perform quarantine by lying under the half-deck, messing by themselves on deck, and kept on the poop or fore-castle during the day, so as to be under the inspection of the officers.

When fevers attack a ship's company, the sick, if they cannot be removed to an hospital-

tal-ship, or transport, should be kept as close as possible in a sick birth ; the attendants should daily have bitters administered to them at the discretion of the surgeon ; they should be supplied with vinegar in which wormwood, sage, rue, and rosemary, or any of the aromatic herbs, have been infused, together with a little camphorated spirit ; and with this vinegar they should rinse their mouths, swallow a small quantity, and smell to it occasionally after assisting the sick. All those who visit the sick, particularly if afraid of infection, should chew a little orange, shaddock, or lemon-peel, Peruvian-bark, chamomile-flowers, or snake-root, to avoid swallowing their spittle, and to use a little of the vinegar above mentioned, or simple camphorated vinegar on their handkerchiefs, avoiding a too near approach to the sick, or the smell of their breath ; and observing not to swallow their own spittle.

It should be a general rule to bury all deceased mens bedding with them, and carefully to smoke, air, and wash the bedding and clothes of the convalescents, who, in order to enjoy the fresh air, to keep them from mixing with the ship's company between decks, and to place them in
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the view of the officers, should be obliged in fine weather to spend the day on the poop or forecastle; and when their strength is sufficiently re-established, to use the cold bath.

CHAP. IV.

OF MEN BEING TOO MUCH CROWDED TOGETHER IN SHIPS; UNCLEANLINESS OF MENS PERSONS, CLOTHES, AND BEDDING, AS CAUSES OF SICKNESS.

THERE is not a doubt but that the companies of ships of war are too numerous to be accommodated consistently with health and comfort in this hot country. It would therefore be highly adviseable for ships of war to diminish their complement in the proportion of one-sixth soon after their arrival on the station*.

Every possible indulgence should be allowed the people, in birthing them under the half-deck and forecastle, so as to prevent crowding between decks. As few men as possible should

* The Vanguard and Veteran, after burying a large proportion of their complement, in 1794, have since been remarkably healthy, though navigated by only two-thirds of their complement.

be allowed to sleep on the orlop-deck. The people should in good weather be accustomed to take their meals upon deck ; and the marines, afterguard, forecastle-men, &c. should be recommended to habituate themselves to their stations under the awnings, as being much more healthy than lounging betwixt decks.

Uncleanness of mens persons is so general a cause of sickness amongst our forces, that the natives of those islands attribute to it the most remarkable effects in this way, and are not surprised that men should be sickly in this country who never use the bath : it is the neglect of this salutary and agreeable recreation which often reduces our most vigorous men to a degree of relaxation below that of the natives. So remarkable is the effect of the cold bath on a ship's company, that a person going on board a vessel where daily bathing by the people is practised, may observe them clean, florid, and lively ; whereas perhaps on board the next ship, where no such salutary practice is observed, he may perceive the crew pale, dirty, and having the sad aspect of prisoners.

Commanders therefore cannot consult the health or pleasure of their ship's company by
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any means I am acquainted with, more than by establishing a regular time of bathing in sails hung along-side ; and at sea, several bathing-tubs should be allowed for the use of the people.

Notwithstanding the very beneficial effects of the cold bath in preserving a ship's company healthy, the imprudent use of it is dangerous : it is improper to use it when there is much of the prickly heat out on the skin, immediately after a full meal, soon after being much heated, and in the heat of the day. The seamen should be cautioned on these heads.

The custom which seamen have of wearing their hair long and thick, which they often have not time or opportunity to comb regularly, is certainly attended with bad effects in this hot country, disposing them much to fevers, which I have often had occasion to remark ; and that such persons had generally a more violent and fatal disease than their cropped comrades. The men should therefore be recommended to have their hair shortened and thinned on their arrival on the station, or be obliged to comb themselves daily.

The filthiness of mens clothing, especially on their first coming to the country, is often prejudicial to their health ; for common wear, frocks and trowsers are best adapted to the climate, with grafs or straw-hats in the room of heavy Dutch caps, or thick hats. Every man should be furnished with two flannel shirts or waistcoats, and trowsers of the same ; which, when convalescent from flux, fever, or colds, they should be obliged to wear next the skin.

In rainy weather, or on service on shore, particularly on military duty, the men should be recommended to wear their flannel-waistcoats next the skin ; manifold experience having demonstrated that this is one of the most effectual methods to avoid the ill effects from exposure to the rains, the night-air, and the heavy dews.

The bedding of seamen, which is too much neglected, demands much attention : their hammocks generally serve as a receptacle for all their dirty clothing, which, with their dirty mattresses wetted with a profuse perspiration, lashed firmly up and exposed to the heat of the sun in the netting, altogether generate a most noxious vapour, and often, it is probable, occasions infectious

tious fevers when many men are stowed together, and the season disposes to produce these diseases.

To prevent these ill effects, to keep the people from being when in bed constantly enveloped in a noxious stench, and to afford as much room between decks as possible, I would beg leave to propose the following regulations :—There being little or no occasion for a man to have a mattress who sleeps in a hammock in this country, and a clean hammock being much more healthy and agreeable to sleep upon than a dirty mattress, I would propose that all the people's mattresses and spare thick clothing, on their arrival in the country, be packed up, tallied, and stored in the wings, or boatswain's store-room ; whence, if wanted, they may occasionally be withdrawn, in order to stow the nettings. Every man should be supplied with two hammocks, the spare one of which constantly kept clean, and alternately shifted :—he should use a coverlid : this, with a blanket and pillow, forming sufficient bedding, may be easily kept clean and sweet, and will occupy little room betwixt decks, being readily transported, in case of being sent on any extra duty.

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The morning-watch should in good weather bring their hammocks with them on deck, and should be ordered to shake out and air them before the watch expires, if the ship's duty admits it. In stowing the hammocks when the weather is fine, no clothes, particularly painted ones, should be put around them as a cover, in order that they may be fully exposed to the breeze and sun. At least twice a week the bedding of all hands should be shook out and well aired upon deck ; the neglect of which I have often had occasion to see produce bad effects. When the ship is fumigated, which should be done at least once a week, even when free from sickness, all the hammocks should be hung up and unlashd between decks, so that the bedding may be fumigated ; and after which it should be well aired. At four o'clock, P. M. the hammocks should regularly be piped down ; and some person should soon after go round the deck to see that all the hammocks are unlashd, in order to cool by exposure to the air, and to ascertain that they are prepared ; it being customary with sailors, especially unseasoned ones, to throw their hammocks on a gun after they have been carried below, and sleep on the deck ; which often proves prejudicial to their health.

CHAP. V.

OF EXPOSURE TO THE SUN, RAINS, AND
NIGHT-AIR AND DEWS, WITH IRREGU-
LARITIES ON SHORE, AS CAUSES OF
SICKNESS TO SEAMEN.

EXPOSURE to the meridian sun is one of the most powerful causes of fevers to newly-arrived Europeans in this climate. This cause, in time of war, annually carries off a great number of good seamen in this country, who, too often employed in refitting ships in the naval yards, in the meridian heat of the sun, are soon attacked with ardent yellow fevers. It therefore behoves every humane commander to guard his ship's company as much as possible from this cause of disease, by breaking the people off from work between ten o'clock and three ; by having awnings constantly spread, and having them also for the ship's boats ; and by encouraging the people to
make

make themselves galls or straw-hats, as has been already mentioned.

The night-air and the dews which then fall so copiously, are certainly very prejudicial to health, especially in sickly harbours. To prevent the seamen from the dangerous practice of sleeping on deck, exposed to the night-air, requires much more attention than is generally bestowed on it. For this purpose it is adviseable to prevent the men from lying on deck; and the master-at-arms and his assistants should in their rounds oblige those they find lying on deck to go below; they should also inspect the hammocks, to see if the people are within them. When at sea, the officers of the watch would do well to keep the watch alert by making and shortening sail occasionally, and by walking the deck, in order to keep them from lying exposed to the night-air.

Exposure to the heavy rains, it is probable, kills more men in these climates in time of war than exposure to the enemy's shot. Every means should be used to guard the people from such exposure; and when the necessity of the service renders it indispensable, the men should be recommended to wear flannel waistcoats and trow-

fers ; to bathe themselves with salt water before they go below, rubbing dry with a cloth ; and to put on a dry shirt before they go to bed, or to sleep without one.

The serving a proportion of wine or spirits, called splicing the main brace, should be done on the condition of every man shifting himself as above recommended.

The unavoidable duties of wooding, watering, careening of ships, and assisting in military operations on shore by seamen, and the irregularities which they then commit, are a never-failing cause of sickness to them. The men that are thus employed should, if possible, be prevented from sleeping on shore ; they should be prevented as much as possible from working in the sun, rain, and night-dews : care should be taken that their spirits be mixed with water, and that they are not supplied with more than their allowance. Every man should be obliged to wear a flannel-waistcoat next the skin, and trowsers of the same ; they should have good shoes, well waxed and greased, so as to keep out the wet. Each man who sleeps on shore should have a blanket and hammock. In pitching of tents, the most dry, elevated,

elevated, and well-aired spots should be chosen, open to the east and north-east; deep trenches should be dug around them to carry off the rain; and all the grass and brush-wood around them should be cut down and burnt. At night a fire should be made in every large tent, or near to the small ones, especially in rainy weather, when the men should be cautioned to avoid sleeping on the damp earth, and recommended to use freely the capsicum, or Guinea-pepper, with their food.

The irregularities which men commit on shore or on board, particularly in the intemperate use of spirituous liquors of the worst quality, are amongst the most frequent causes of their diseases. This abuse of spirits is the principal occasion of the mortality which rarely fails to carry off a number of our best seamen annually in English Harbour*, Antigua, at times when the inhabitants are perfectly healthy. To prevent it is the more difficult, as the prohibition of spirits, or the punishment for their abuse amongst sea-

* The case at present, September, 1796. The ship's companies at English Harbour die in great numbers, whilst the inhabitants are unaffected by any fatal epidemic.

men, tends to make an officer very unpopular amongst them ; and the preventing their entry on board a ship of war, demands the utmost vigilance. It is indeed true that intemperance, with regard to strong liquors, is so common, that it seems severe to inflict corporal punishment on a man for this excess ; but the infliction of confinement on him, and the stoppage of his allowance of spirits or wine, would, it is imagined, have a good effect on him, by affording him time for cool reflection ; and the example would perhaps operate more powerfully in prevention of the like excess than punishment at the gangway. With regard to indulgence to seamen in this propensity, it is certainly indulging them to their own destruction, and the unmanning the ship they belong to, as every person acquainted with these islands, and with seamen, must know that it is not uncommon for them to drink new rum until they die apoplectic on the spot.

CHAP. VI.

THE VICISSITUDES OF EXCESSIVE FATIGUE, OR ALMOST TOTAL WANT OF EMPLOYMENT, AND DEJECTION OF MIND, CONSIDERED AS CAUSING OF DISEASES AMONGST SEAMEN.

WHEN ships of war remain any time in port after having refitted, or are laid up during the hurricane-months, the want of labour and employment which their crews experience, tends very much to occasion disease amongst them. To obviate the sudden vicissitudes which render the sea-life so wearing to the human constitution, it is much to be wished that the mode of having the crews of ships of war divided into three watches was generally adopted; as refreshing rest, equal division of labour, and the more easy detection of skulkers would be the consequence; then the sudden changes from labour to inactivity
above

above mentioned, would thereby be, in a great measure, avoided.

When a ship is thus laid up, the frequent exercise of great guns and small arms, that of the sails and of the pumps, to preserve the vessel from the noxious and sickly vapour of bilge-water, and the sending draughts of men in cruisers and small vessels, all merit attention of the vigilant officer, who wishes to preserve his crew in health and activity.

In occupation, dejection of mind and disease too often accompany, or give rise to each other amongst our seamen; and if a proportion of recreation or amusement has been looked upon by the most sagacious as necessary to the generality of men in the œconomy of human life, the seaman in a ship of war, cut off as he is from his native land, from the pleasures of the shore, and the society of the female sex, must, when unoccupied by labour, stand much in need of such relaxation. Every indulgence should be allowed to the people, compatible with the ship's duty, in the exercise of innocent and active amusements; as bathing, single stick, heaving the lead, fishing, rowing in boats, &c. &c.

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The charms of music, even on the rudest men, are well known, and peculiarly necessary to dissipate the melancholy languor which often pervades a ship's company, especially if unoccupied; and often precedes or accompanies sickness. Towards preserving the health and cheerfulness of seamen, few things contribute more than some instruments of music played on board, and the regular summons in the afternoon of all hands to dance, when the ship's duty permits the indulgence. The other advantages which accompany music, as it inspires martial ardour and a love of one's country, is perhaps rather unnecessary to mention: I shall only observe, that performing ship's duty to the sound of music makes it go on more regularly, and with more activity than without that assistance. It moreover serves to attach men to their ships: of this the Beaulieu frigate is an example. On board of her some time ago was an excellent fifer; and all the ship's duty was executed to the sound of the fife. So much attached were the ship's company to this performance, that the first lieutenant did not scruple to assert it as his belief, that if the fifer was sent on board another ship, one half of the Beaulieu's people would follow; or, in other words, that they would desert.

At

At sea, the watch upon deck should be encouraged to amuse themselves with songs, tales, and other innocent amusements, more especially at such times when the crew is sickly.

When unfortunately sickness pervades a ship or squadron, every means should be used to call away the minds of men from this object, as there is not a doubt but dejection and terror have the most powerful influence in spreading epidemic sickness, especially in ships whose tenants are so closely birthed. This is best done by active labour, or dissipation and amusement out of the ship, if possible. The sick should be birthed from the view of the ship's company that are well, who should have no access to the sick birth ; and in the committing of the dead to the deep, the ceremony of having the service read to all hands at the gangway had much better be omitted, as tending oftener to inspire terror and occasion disease than infuse religious resignation, the strongest defence against all evils.

THE END.

